

# A CAREER

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Publications

## in air traffic control

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DEPARTMENT OF TRANSPORT • CANADA




the department of transport  
air services  
air traffic control division

*offers you*

a challenging career in  
air traffic control





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**A**viation today is a major factor in Canada's national economy; indeed, in the economy of the entire 20th century world. Already in the Jet Age and moving swiftly onward to new achievements, aviation offers Canadian youth ever-expanding career opportunities, among the most important of which are those in the air traffic control operations of the Department of Transport.

The department is looking for physically fit young people with ambition and an eye to future advancement in this interesting and challenging field of aviation. It is doing more than that. It is offering

qualified young persons an excellent earn-while-you-learn career opportunity.

Those who successfully complete the training are well on their way in a sphere of activity that will move ahead with the times. They go

right to work in air traffic control jobs that provide attractive pay and other Public Service benefits.

This booklet offers you the facts concerning both the training opportunities and the career aspects of air traffic control.



An office with a view!



## *a look at air traffic control*

The average visitor to an airport gives little thought to the vast and intricate organization that is responsible for the safe and orderly movement of the traffic.

Air traffic control in Canada dates back to 1938, when the Department of Transport established a control tower at St. Hubert, Que., just outside Montreal. The tower proved a success and this system of control was broadened during the years that followed, to include other airports.

In 1941 the service was expanded to include the control, not only of aircraft flying under Visual Flight Rules in which the pilot can see the ground and thus navigate, but also those operating under Instrument Flight Rules. The latter aircraft are

guided by their navigational instruments.

The new control responsibilities resulted in the establishment at Malton Airport, now Toronto International airport, of the first air traffic control centre in Canada. From that small beginning has grown the present extensive Canadian air traffic control system, with its network of control towers, terminal control units and control centres.

Some idea of the growth of the Department of Transport's air traffic control organization can be gained from comparing the 1938 "staff" of one man at St. Hubert with the present staff, which numbers more than 1,000 and continues to expand.



## *five categories of controllers*

Air traffic controllers are divided into five distinct categories. Here's how they operate:

**GROUND CONTROLLER** – responsible for the control, by use of two-way radio communication, of aircraft and vehicles (service trucks, construction equipment, snow removal equipment), operating on the airport.

**AIRPORT CONTROLLER** – responsible for the safe and orderly flow of all types of aircraft that are landing, taking off, or operating within a specified area, usually a five-mile radius, of an airport. The ground controller and airport controller are the people you see in the tower at the airport.

Airport control tower team at work.



**TERMINAL CONTROLLER** — expedites movement of arriving and departing aircraft by the use of radar. The area involved is approximately a 30-mile radius of the airport.

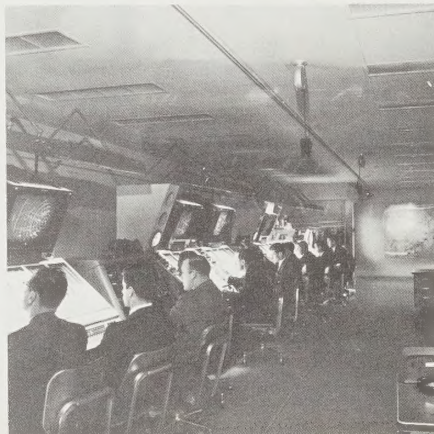
**AREA CONTROLLER** — provides separation to aircraft operating between airports, so they are always at a safe distance from each other.

**PRECISION APPROACH RADAR CONTROLLER** — special radar equipment provides highly accurate and detailed information on the position of an aircraft on its final approach to the runway. The controller relays this information to the pilot, who particularly needs such information at times when his visibility may be reduced by weather or other factors.

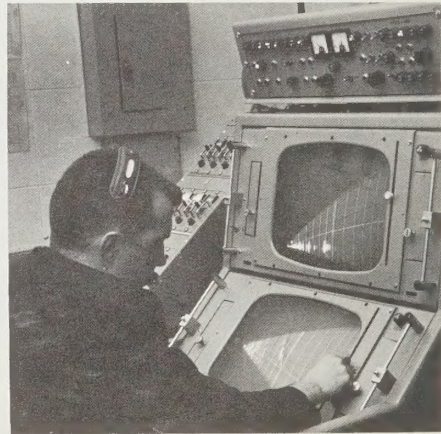
Electronic "eyes" assist terminal controllers.



Area controllers providing service to long-distance flights.



Precision "talk-down".





## *who can qualify for air traffic control training?*

The Department of Transport Air Traffic Control training course is open to qualified persons between the ages of 18 and 30 years. For candidates with previous air traffic control experience, the age limit may be extended.

They must have secondary school graduation.

They must be in satisfactory physical condition and pass a physical examination. Good eyesight and hearing are essential.

They must be personally suitable for the type of employment in which they will be engaged as air traffic controllers.

They must have good enunciation, this being of importance in radio communication which will be a part of their work.

Credits will be given to candidates who have had previous aviation experience.

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## *other important factors the applicant should consider*

The candidate who passes the department's examinations following his course of training has proven himself to be a person of high capabilities. An air traffic controller is of necessity endowed with qualities of judgment and decision, of quick observation and precise action. The burden of responsibility that rests upon him is heavy and his prestige, in the world of aviation, is high.

The performance that is expected of him is of top calibre, but so is the satisfaction he experiences in the performance of his exacting duties.

Controllers cannot be licensed prior to their 19th birthday, but the department accepts candidates for training at 18 years of age because they will have reached the required age limit by the time they are in a control position. Personal qualities, as well as scholastic standing, are kept carefully under review during a candidate's period of training.

The secondary school graduate who is interested in becoming an air traffic controller, but who is too young to apply for an air traffic control course, is well advised to seek interim employment in some field of aviation. If he can take flying training, or if he can qualify as an air traffic control assistant, it will be particularly helpful.

Successful candidates will be assigned to duty in locations to meet the needs of the service. Since most airports work on a round-the-clock basis, air traffic controllers work in shifts.

# *what is the training program offered by the department ?*

## Phase 1

Successful candidates will receive orientation training in Regional training facilities and experience in operational units to gain knowledge of the job requirements and to become familiar with the technical aspects of the Air Traffic Control Service.

## Phase 2

Following orientation, 20 weeks of theoretical and simulated operational training including subjects related to the candidate's future responsibilities as a controller, will be given at the Department's Air Services School in Ottawa.

The student controller must be

prepared to apply himself unstintingly to his training and will have the benefit of modern training equipment and highly qualified instructors. Because of the importance of his place in aviation, the standards he must meet are, of necessity, at a high level.

Periodic examinations are conducted during this phase and on completion of training the Departmental licensing examination must be passed.

## Phase 3

Practical "on-the-job" training in a Control Tower for a period of three to four months is required to gain further experience prior to issuance of the Air Traffic Controller's License.



Student controllers learn basics of non-radar control.



## *benefits of employment in air traffic control*

- \$300.00 per month during training.
- Travelling expenses to the Air Services School, Ottawa.
- Free tuition and text books.
- Full travelling expenses to the place of employment at the end of the course.
- Approximately \$443.00 per month on completion of practical training.
- Leave with pay, sick benefits, etc., applicable to employees of the Government of Canada.

## *salary ranges*

- \$443 to \$527 per month as Grade 1 Controller
- \$527 to \$628 per month as Grade 2 Controller
- \$601 to \$716 per month as Grade 3 Controller
- \$677 to \$808 per month as Grade 4 Controller
- \$780 to \$929 per month as Grade 5 Controller

These rates of pay are continually under review and are subject to revision.

## *how far can I go in air traffic control ?*

An air traffic controller, gaining experience and proving his capability for higher positions, can advance beyond the grades already outlined. In time he can be promoted to rank of shift supervisor or chief of an air traffic control unit. He can move upward to positions of broader responsibility at the Regional and Headquarters levels.

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## *how do I apply for air traffic control training?*

Vacancies are advertised in major newspapers and on posters displayed in post offices, Canada Manpower Centres and other government buildings. If you are not in a position to refer to these easily, write to the nearest office of the Public Service Commission, or to the Public Service Commission head offices in Ottawa. You can also apply by writing to the Personnel Officer, Air Services, Department of Transport, in Moncton, N.B.; Montreal, Que.; Toronto, Ont.; Winnipeg, Man.; Edmonton, Alta.; or Vancouver, B.C., or to the Chief

Personnel Officer, Air Services, Department of Transport, Ottawa.

It is to your advantage to explain in detail, on your application, both as to education and to other experience or training you may have that would have a bearing on the employment you are seeking.

The foregoing facts have given you a fairly comprehensive picture of the work of the air traffic controller. If you are career-minded, there's a place in that picture for you.

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